

CHAPTER 5

FY 2016 TRANSIT IMPLEMENTATION PLAN



5.0 FY 2016 TRANSIT IMPLEMENTATION PLAN

DTPW is committed to implementing various transit improvement projects throughout its transit system in FY 2016. These committed transit initiatives include capital projects, new Metrobus service routes, existing service improvements, and infrastructure renewal projects that are all intended to further expand, improve and maintain DTPW services.

5.1 Committed Capital Improvement Plan

Annually, DTPW prepares the Adopted Budget and Multi-Year Capital Plan that lists specific projects related to the expansion and improvement of DTPW's existing services. Table 5-1 presents the adopted capital budget for fiscal year 2016-2017.

5.2 New Facilities

5.2.1 Pedestrian Overpass at University Metrorail Station

DTPW is constructing a new pedestrian overpass adjacent to the University Metrorail station. This facility will provide an important link for passengers traveling from Metrorail to points east of US 1. The overpass is being constructed at the intersection of US 1 and Mariposa Avenue and is scheduled to be complete in November 2016.

5.2.2 Busway ADA Improvements

DTPW is constructing ADA Pedestrian Improvements (sidewalks, ramps, crosswalks, etc.) along the Busway Phase I (from SW 200 Street to Dadeland Station) within 1/4 mile from Busway Bus stations. This project is scheduled for completion in November 2016.

5.2.3 Northeast Transit Hub Enhancements

DTPW is constructing improvements/enhancements to the Transit Hubs in the vicinity of the 163rd Street Mall and Aventura Mall. The proposed project would enhance/supplement the existing DTPW bus terminals located at the two malls. The enhanced bus hub would connect transit circulator, regional, and premium bus routes within the project area. Other design amenities that will be considered are ADA, landscaping, lighting, street furniture, bicycle facility, bus recovery areas and bus staging areas. A new DTPW Bus facility will be built by Aventura Mall, as part of their Mall Master Plan Expansion project.

The 163rd Street Mall Transit Hub is scheduled for completion in February 2016. The Aventura Mall Transit Hub improvements are scheduled for completion in March 2016.

5.2.4 Lehman Yard Rehabilitation – Expansion (Phase I)

This project will be implemented using a Design/Build Procurement method in conjunction with the Lehman Center Test Track. The project consists of constructing five Storage Tracks and two Maintenance-of-Way (MOW) Tracks at the existing Lehman Center Metrorail Facility. This project is necessary to provide the required storage capacity for old vehicles and vehicle transition process facility in support of the procurement of the new Rail Vehicle (136) fleet. This project is scheduled for completion in April 2016.

5.2.5 Lehman Center Test Track

This project will be implemented using a Design/Build Procurement method in conjunction with the Lehman Yard Rehabilitation-Expansion (Phase I) project. The project consists of constructing a new Rail Vehicle Test Track (2,500 feet long) at the existing Lehman Center Metrorail Facility. This project is necessary to provide the required test facility in support of the procurement of the new Rail Vehicle (136) fleet. This project is scheduled for completion in April 2016

Table 5-1: DTPW FY 2016 – 2017 Adopted Capital Budget (\$000's)

Project	2016-2017
Bus and Bus Facilities	\$12,248
Park and Ride Quail Roost	\$2,118
Dadeland North Metrorail - Elevators	\$205
Busway ADA Improvements	\$115
Urbanized Area Formula Grant FTA 5307	\$15,000
High-Cycle Switch Logic Control Cabinets	\$10,187
Bus Replacement	\$166,650
Metromover Improvements	\$5,640
Metrorail Maintenance Vehicle Lifts	\$2,700
Infrastructure Renewal Plan	\$12,500
Metrorail and Metromover Traction Power Cable and Transformer Replacement	\$2,129
State Road 836 Express Bus Service	\$1,208
NW 27 Avenue Enhanced Bus Service	\$2,621
Track and Guideway Rehabilitation	\$5,161
Associated Transportation Improvements	\$504
Transportation Security Projects	\$504
Park-and-Ride Lot Kendall Drive	\$56
Rail Vehicle Replacement	\$97,371
Track and Guideway 10-15 Year Heavy Equipment Replacement	\$238

Table 5-1: DTPW FY 2016 – 2017 Adopted Capital Budget (\$000's) (Continued)

Project	2016-2017
Dolphin Station	\$4,951
Metrorail Station Refurbishment	\$10,000
Metrorail and Metromover Traction Train Control Replacement	\$14,000
Metrorail Traction Power Switchgear Equipment	\$1,500
Underfloor Rail Wheel Truing Machine	\$2,625
Escalators Replacement and Elevators Refurbishment	\$3,430
Metromover Track and Guideway Improvement	\$120
Capitalization of Preventative Maintenance and Other Costs	\$80,212
TOTAL	\$ 453,993

5.3 Committed Bus Service Adjustments

In an effort to continually match service capacity with ridership demand DTPW routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2016 is presented in Table 5-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), and Reductions (R).

Table 5-2: 2016 Committed Bus Service Adjustments

Route	Improvement/Adjustment	Type: A (Adjustment) I (Improvement) R (Reduction)
1	Deadhead time needed	A
2	Make the south EOL at SW 1 Ave and 2nd street and return NB on SW 2 Ave (7 days a week)	A
3	Reroute and relocate layover to Downtown Bus Terminal	A
	Reallocate 10 min to downtown recovery Saturdays	A
	Reallocate 10 min to downtown recovery Sundays	A
	Reallocate 10 min to downtown recovery weekdays	A
7	Adjust running time between SW1St / SW1Ave to MDC to match Route 2 (7 days a week)	A
11	Weekday running time adjustments	A
33	Weekday running time adjustments	A
34	Add extra SB trip at 7:10pm	I
35	Saturday running time adjustments	A
37	Weekday running time adjustments	A
40	Weekday running time adjustments	A
42	Eliminate Miami Springs segment	R
48	Northbound use Coral Way to NW 2 Ave and enter the west side of Brickell Station	A
51	Reallocate 10 min to downtown recovery weekdays	A
	Reroute and relocate layover to NW 1 Ave/1 St	A
56	Weekday running time adjustments	A

Table 5-2: 2016 Committed Bus Service Adjustments (Continued)

Route	Improvement/Adjustment	Type: A (Adjustment) I (Improvement) R (Reduction)
73	Weekday running time adjustments	A
93	Reroute and relocate layover to Downtown Bus Terminal	A
	Reallocate some recovery time to downtown and eliminate Omni deviation	A
95	Weekday running time adjustments; eliminate Brickell/Biscayne segments (No additional bus)	R
104	Weekday running time adjustments	A
120	Reroute and relocate layover to SW 1 Ave/1 St	A
200	Route modification per Cutler Bay request	A
207	Relocate layover to Brickell Metrorail Station	A
208	Relocate layover to Brickell Metrorail Station	A
238	Eliminate service to cargo city	R
	Weekday running time adjustments	A
249	Eliminate deviation to City Hall 7 days a week	R
252	Saturday running time adjustments	A
	Sunday running time adjustments	A
	Weekday running time adjustments	A
	Eliminate zoo deviation 7 days a week	R
254	Reroute to serve County building on NW 35 Ave and increase span to 7am-7pm	A/I
272	Weekday running time adjustments	A
102/B	Northbound use Coral Way to NW 2 Ave and enter the west side of Brickell Station	A
103/C	Reroute and relocate layover to SW 1 Ave/1 St	A
112/L	Weekday running time adjustments	A
119/S	Reroute and relocate layover to SW 1 Ave/1 St	A
Street Reliefs	Street reliefs from Northeast garage	I

Source: DTPW Service Planning and Scheduling Division, December 2015

5.4 Committed Infrastructure Renewal Program (IRP) Projects

The following section lists those committed projects proposed to be implemented during the FY 2016 – 2017 timeframe. These commitments are based on an annual Infrastructure Renewal Program (IRP) evaluation and prioritization process by DTPW. The purpose of the IRP process is to identify, evaluate, prioritize, and program capital improvement projects that are necessary in order to maintain the existing transit system in a state of good repair. Table 5-3 presents committed IRP projects for implementation during FY 2016-2017. DTPW has \$12.5 million dollars allocated for IRP projects every year. In 2015, \$8.5 million were allocated, which means that the agency will carry over the balance for next year's budgeting cycle.

Table 5-3: FY 2016 – 2017 IRP Projects

Classification	Project Name	Scope	FY 2016-17
FESM	Metromover Bicentennial Park Station Rehabilitation	Extensive rehabilitation of Metromover station.	\$ 57,500
Rail Maintenance	Metrorail Bathrooms	Repair and renovation of public restrooms at the 30 year old Metrorail stations.	\$ 165,000
Rail Maintenance	Metrorail Maintenance Vehicles Lifts Rev. 1	The Metrorail lifting equipment at the Lehman Center is over 30 years old and has extensive wear and tear.	\$ 2,700,000
Rail Maintenance	Metrorail Floor and Component Replacement /Motor Control Component	The project consists of installing Nora Flooring in sixty (60) railcars. The railcars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors".	\$ 1,131,543
FESM	Mover Video Project (CCTV)	This is an existing ARRA funded project which has been expanded to (1) Install Avigilon Software as the CCTV application, and (2) Upgrade the CCTV monitors in CCF.	\$ 247,845
Rail Maintenance	Railcar Cleaner Platform Replacement Project	This project is to upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair.	\$ 1,000,000
FESM	Metromover Public Address System Replacement	Replacement of the Public Address System will improve intelligibility of announcements and information to Transit Patrons in the event of a station or system emergency.	\$ 1,680,032
FESM	Fare Collection System Rev.1	Implement enhancement and regional expansions to the Automated Fare Collection System	\$ 1,500,000
TOTAL			\$ 8,481,920

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